



OWNER/OPERATOR INFORMATION		
Registered Aircraft Owner Name: <u>PAPWEB</u> Fractional Ownership Aircraft: ☒ Yes ☐ No		Owner Address City: <u>Spring Hill</u> State: <u>FL</u> ZIP: <u>34606</u> Country: <u>USA</u>
Operator of Aircraft ☐ Same As Registered Owner Name: <u>Jerome Webb</u> Doing Business As: _____ Air Carrier/Operator Designator (4 Character Code): _____		Operator Address ☒ Same As Registered Owner City: _____ State: _____ ZIP: _____ Country: _____
Regulation Flight Conducted Under ☒ FAR 91 ☐ FAR 129 ☐ FAR 91 Special Flight ☐ Public Use (select type) ☐ FAR 103 ☐ FAR 133 ☐ Non-US, Commercial ☐ Federal ☐ State ☐ Local ☐ FAR 121 ☐ FAR 135 ☐ Non-US, Non-commercial ☐ Unknown ☐ FAR 125 ☐ FAR 137 ☐ Armed Forces		Revenue Sightseeing Flight ☐ Yes ☒ No Air Medical Flight ☐ Yes ☒ No
Purpose of Flight for FAR 91, 103, 133, 137 (Select one) ☒ Personal ☐ Business ☐ Executive/Corporate ☐ Other Work Use ☐ Instructional ☐ Ferry ☐ Positioning ☐ Aerial Application ☐ Aerial Observation ☐ Air Drop ☐ Air Race / Show ☐ Flight Test ☐ Public Use ☐ Unknown	Revenue Operation for FAR 121, 125, 129, 135 (Select one) ☐ Scheduled or Commuter ☐ Non-Scheduled or Air Taxi Domestic or International ☐ Domestic ☐ International Cargo Operation ☐ Passenger/Cargo ☐ Passenger _____ How many? ☐ Cargo _____ lbs ☐ Mail	Type of Commercial Operating Certificate Held (Check all that apply) ☒ None ☐ Flag Carrier Operating Certificate (121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (129) ☐ Commuter Air Carrier (135) ☐ On-Demand Air Taxi (135) ☐ Large Helicopter (127) ☐ Rotorcraft External Load (133) - or - ☐ Agricultural Aircraft (137) ☐ Other Operator of Large Aircraft
OTHER AIRCRAFT - COLLISION (If air or ground collision occurred, complete this section for other aircraft)		
Aircraft Registration Number _____	Manufacturer: _____ Model: _____	Damage to Other Aircraft ☐ Destroyed ☐ Minor ☐ Substantial ☐ None
Registered Owner of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		
Pilot of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		
Was there Mechanical Malfunction/Failure? ☐ Yes ☐ No ☐ Unknown (If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.) <u>Alternator, N manufacturer Name, No Part, #</u> <u>No Serial # Stopped putting out power to</u> <u>charge Battery.</u>		Total Time/Cycles On Part _____ Hours _____ Cycles Time Since This Part Inspected/Overhauled _____ Hours
DAMAGE TO AIRCRAFT AND OTHER PROPERTY		
Aircraft Damage ☐ None ☐ Substantial ☐ Minor ☐ Destroyed	Aircraft Fire ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground	Aircraft Explosion ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground



Description of Damage to Aircraft and Other Property (use additional sheet if necessary) Motor Mount Slight Bend in 2 places, Nose Landing Gear Pushed back, Nose wheel cover damaged, Propeller 1 tip Bent, (no sudden stoppage) boarding Step at wing bent, Right Side of Elevator leading edge Damage Runway Distance damage to sign, 1 Runway Light			
AIRPORT INFORMATION (If the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)			
Airport Identifier: <u>K BKV</u>		Distance From Airport Center: _____ SM	
Airport Name: <u>Hernando Co.</u>		Direction From Airport: _____ degrees MAG	
Proximity to Airport ☐ Off Airport/Airstrip ☒ On Airport ☐ On Airstrip		Airport Elevation: <u>76</u> ft. MSL	
Approach Segment (Select one) ☐ On Instrument Approach ☒ Landing ☐ Base leg ☐ Final ☐ Go Around ☐ Crosswind ☐ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)			
IFR Approach (Check all that apply) ☒ None ☐ PAR ☐ MLS ☐ Practice ☐ ADF/NDB ☐ Sideslip ☐ LDA ☐ GPS ☐ SDF ☐ ILS ☐ ASR ☐ Loran ☐ VOR/TVOR ☐ Localizer Only ☐ Visual ☐ Unknown ☐ VOR/DME ☐ LOC-back course ☐ Contact ☐ TACAN ☐ RNAV ☐ Circling		VFR Approach (Check all that apply) ☐ None ☐ Stop and Go ☐ Traffic Pattern ☐ Touch and Go ☒ Straight-In ☐ Simulated Forced Landing ☐ Valley/Terrain Following ☐ Forced Landing ☐ Go Around ☐ Precautionary Landing ☐ Full Stop ☐ Unknown	
Runway Information Runway ID: <u>09</u> (L/R/C) Length: <u>7002</u> ft Width: <u>150</u> ft		Condition of Runway/Landing Surface (Check all that apply) ☒ Dry ☐ Snow-Compacted ☐ Water-Calm ☐ Holes ☐ Snow-Crusted ☐ Water-Choppy ☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy ☐ Rough ☐ Snow-Wet ☐ Wet ☐ Rubber Deposits ☐ Soft ☐ Unknown ☐ Slush Covered ☐ Vegetation	
Runway/Landing Surface (Check all that apply) ☐ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water ☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Unknown ☐ Dirt ☐ Ice ☐ Snow			
FLIGHT ITINERARY INFORMATION			
Last Departure Point Airport ID: <u>K INF</u> City: <u>Inverness</u> State: <u>FLORIDA</u> Country: <u>USA</u>		Time of Departure Time: <u>10:25PM</u> Time Zone: <u>EST</u>	
Destination Airport ID: <u>K BKV</u> City: <u>Brooksville</u> State: <u>FL</u> Country: <u>USA</u>		Type Flight Plan Filed ☒ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☐ VFR Activated? ☐ Yes ☐ No	
Type of ATC Clearance/Service (Check all that apply) ☒ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise ☐ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA			
Airspace where the accident/incident occurred (Check all that apply) ☐ Class A ☐ Class E ☐ Prohibited Area ☐ Jet Training Area ☐ Special ☐ Class B ☐ Class G ☐ Restricted Area ☐ TRSA ☐ Air Traffic Control Area ☐ Class C ☐ Demo Area ☐ Military Operations Area (MOA) ☐ FAR 93 ☐ Unknown ☒ Class D ☐ Warning Area ☐ Airport Advisory Area			
Aircraft Load Description (Check all that apply) ☒ None ☐ Towing Glider ☐ Parachutists ☐ Livestock ☐ Passengers ☐ Towing Banner ☐ Water ☐ Unknown ☐ Cargo ☐ Other External ☐ Chemical/Fertilizer/Seeds			
FUEL & SERVICES INFORMATION			
Fuel on Board at Last Takeoff (convert from pounds, as necessary) <u>72</u> Gallons		Fuel Type ☐ 80/87 ☐ 115/145 ☐ JP3 ☐ Other, specify _____ ☒ 100 Low Lead ☐ Jet A ☐ JP4 ☐ 100/130 ☐ Automotive ☐ JP5	
Other Services, if Any, Prior to Departure			



EVACUATION OF AIRCRAFT

Was an emergency evacuation of the aircraft performed? ☐ Yes ☒ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

Weather Observation Facility

Facility ID: K BKV

Observation Time: 6:30 PM

Time Zone: EST

Distance from Accident Site: 0 NM

Direction from Accident Site: 0 degrees MAG

Source of Weather Information

(Check all that apply)

- ☐ National Weather Service
☐ Flight Service Station
☐ TV/Radio
☒ Automated Report
☐ Commercial Weather Service (DUATS)
☐ Company
☐ Military
☐ Internet
☐ Unknown

Method of Briefing

(Check all that apply)

- ☐ In Person
☐ Teletype
☐ Telephone/Computer
☒ Aircraft Radio
☐ TV/Radio
☐ Unknown

Briefing Type/Completeness

- ☐ Full
☐ Partial / Limited By Pilot
☐ Partial / Limited By Briefer
☐ Abbreviated
☐ Unknown
☒ Not Pertinent

Light Condition

- ☐ Dawn
☐ Day
☐ Dusk
☐ Night
☒ Dark Night
☐ Bright Night
☐ Not Reported

Visibility

10+ miles

Sky/Lowest Cloud Condition

- ☒ Clear
☐ Few
☐ Partial Obscuration
☐ Scattered
☐ Thin Broken
☐ Thin Overcast
☐ Unknown

Ceiling

- ☒ None (clear)
☐ Broken
☐ Overcast
☐ Obscured
☐ Indefinite
☐ Unknown

Restriction to Visibility (Check all that apply)

- ☒ None
☐ Blowing Dust
☐ Blowing Sand
☐ Blowing Snow
☐ Blowing Spray
☐ Dust
☐ Fog
☐ Ground Fog
☐ Haze
☐ Ice Fog
☐ Smoke
☐ Unknown

Lowest Cloud Condition Height

ft AGL

Ceiling Height

ft AGL

Wind Direction

- ☐ Indicated:
 degrees MAG
☐ Variable

Wind Speed

- Velocity: KTS
-or-
☒ Calm
☐ Light and Variable

Wind Gusts

- Velocity: KTS
☐ Gusting
☒ Not Gusting

Type of Turbulence (Check all that apply)

- ☒ None
☐ Clear Air
☐ In Clouds
☐ Vicinity of Thunderstorm
Severity of Turbulence
☐ Extreme
☐ Severe
☐ Moderate
☐ Moderate Chop
☐ Light

NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident

Temperature: (C)
or (F)
Altimeter Setting: in. HG
or MB
Density Altitude: ft
Dew Point: (C)
or (F)

Icing Forecast

- Amount**
☒ None
☐ Trace
☐ Light
☐ Moderate
☐ Severe
Type
☐ Rime
☐ Clear
☐ Mixed

Icing Actual

- Amount**
☒ None
☐ Trace
☐ Light
☐ Moderate
☐ Severe
Type
☐ Rime
☐ Clear
☐ Mixed

Type of Precipitation (Check all that apply)

- ☒ None
☐ Rain
☐ Snow
☐ Hail
☐ Rain Showers
☐ Freezing Rain
☐ Snow Shower
☐ Drizzle
☐ Ice Pellets
☐ Snow Pellets
☐ Snow Grains
☐ Ice Crystals
☐ Ice Pellets Shower
☐ Freezing Drizzle

Intensity of Precipitation

- ☐ Light
☐ Moderate
☐ Heavy

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**PILOT "B" INFORMATION****Pilot "B" Responsibilities at the Time of Accident/Incident**

☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

Pilot "B" Identification

First Name: Barry
Middle Initial: J
Last Name: Weber

City: Hernando Beech
State: FL ZIP: 34607
Country: USA

Age at time of Accident/Incident: 59

Date of Birth: 1955
mm/dd/yyyy

Certificate Number: [REDACTED]

Degree of Injury

☒ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☒ Left ☒ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Seat Belt

Used ☒ Yes ☐ No
Available ☐ Yes ☐ No

Shoulder Harness

Used ☐ Yes ☐ No
Available ☐ Yes ☐ No

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign
☒ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military

Principal Occupation

☐ Pilot
☒ Other
☐ Unknown

Medical Certificate

☐ None ☒ Class 3
☐ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☐ Without limitations/waivers
☐ With limitations/waivers
☒ Unknown

Date of Last Medical

04-09-2013
mm/dd/yyyy

Medical Certificate Limitations**Medical Certificate Waivers**

Date of Last Flight Review
or Equivalent, Including
FAR 121/135 Checks: 05-16-2013
mm/dd/yyyy

Flight Review Aircraft

Make: PIPER
Model: PA-28-235

Airplane Rating(s)
(Check all that apply)

☐ None
☐ Single-Engine Land
☒ Single-Engine Sea
☐ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s)
(Check all that apply)

☐ None
☐ Airship
☐ Free Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s)
(Check all that apply)

☐ None
☐ Airplane
☐ Helicopter
☐ Powered Lift

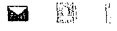
Instructor Rating(s)
(Check all that apply)

☐ None ☐ Instrument Airplane
☐ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings**Student Endorsements** (Include dates)

Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	541	374	541							
Pilot in Command (PIC)										
Time as Instructor										
This Make/Model										
Last 90 Days	1.4	1.4	1.4		1.3					
Last 30 Days	.6	.6	.6		1.3					
Last 24 Hours	.6	.6	.6		.3					

31[illegible]



 Compose

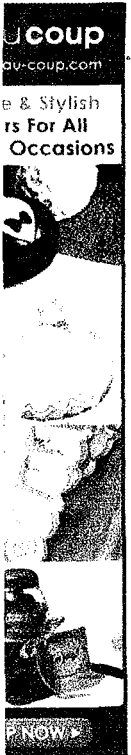
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- Drafts (16)
- Sent
- Spam (143)
- Trash (2)
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- Recent

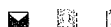
NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

See Attached

Operator/Owner Safety Recommendation





Compose

Inbox (2)

Drafts (16)

Sent

Spam (143)

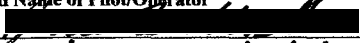
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✓ Folders

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ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

Date of this Report <u>05-25-14</u> mm/dd/yyyy	Signature and Name of Pilot/Operator Signature:  Type or Print Name: <u>Jerome L. Webb</u>		
Signature and Name of Person Filing Report if Other than Pilot/Operator Signature: <u>Same as above</u> Type or Print Name: _____ Title: _____			
FOR NTSB USE ONLY			
NTSB Accident/Incident No. ERA14CA244	Reviewed by NTSB Regional Office ERA-VA	Name of Investigator D. Diaz	Date Report Received 06/02/14

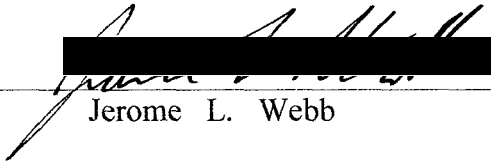


 E & Stylish
rs For All
Occasions


From: Jerome L. Webb Pilots license # [REDACTED] Date, May 9, 2014

On May 8, 2014 a friend who is also a pilot and I decided to make a short flight to another airport for dinner. We pre-flighted the aircraft for flight, including all lights needed for night flight, making sure we had a flashlight on board. We started the plane up and checked all needed flight equipment for a night flight. It was 6:30 in the evening and the weather was great. Still daylight and good visibility. No clouds, rain, wind, or other weather conditions both current and in the near future. We contacted the tower at Hernando county airport (BKV) for taxi clearance and taxied out to the runway. We departed in a very normal way, and upon reaching the north boarder of the control area contacted the tower and received a frequency change. We made an uneventful flight to Inverness airport (X40) where we met a friend who supplied us with transportation to a restaurant we had chosen. We finished dinner and friendship meeting about 10:20 and were taken back to the airport and dropped off. We pre-flighted the plane again to make sure all the proper lights worked, and started the plane with no trouble. We taxied out and took off. A few minutes after we departed, the instrument lights started to dim. I checked the alternator gauge, and it was reading about 8 to 10 amps, normal would have been about 18 to 20 amps. The whole flight would only take 20 to 25 minutes so we continued on after turning all unneeded electric equipment off. (one radio, strobes, interior lights, and the flood light we normally leave on at night for safety). With in a few minutes we lost all the rest of the electric lights, radio, and position and beacon lights. We already had Hernando county airport in sight and there seemed to be no traffic in sight. The tower closed at 10:30 and we had no radios working. We tried to key the runway lighting, but the radio was not working. We had the runway end identifier in sight and started an approach. It was now about 10:55 and we had no lighting on the plane, runway, the moon was partial and wasn't up enough to give us light yet. We knew the airport well, it was our home port. We continued our approach going directly over the runway end identifier marker that was lit very well, as well as the 4 VASI lights all being white indicating we had a good angel of approach. We cleared the end of the runway and with a little help from the VASI lights we started our flare. The location was good, the heading was correct and it looked good. We had misjudged our height above the ground and the plane dropped about 4 to 5 feet. (guessing) One of the main gear wheels hit first turning us slightly to the right. The plane veered off the right side of the runway, we encountered a reference sign which at the speed we were doing I could not stop in time to keep from striking it. However I thought I had enough speed to go back airborne and go over the sign. I flared back coming off the ground and clearing the sign with the front of the plane. The elevator did not clear, striking it with the right side leading edge. The pressure of the sign pushing up on the elevator forced the nose down and the nose hit the ground at a bad angle damaging the front wheel fairing and pushing the front strut rearward bending the engine mount slightly. The entrance step fixed to the right side of the plane just rear of the wing was pulled loose and bent, The

propeller had one bent tip. The sign at the airport was destroyed. After talking with the airport manager, was informed we would be charged with repair. No other damage has been noted. No injuries to either of us. We then taxied the plane onto the taxi way and back to the hanger.


Jerome L. Webb

5-9-2014
Date